Approved For Release 2002/Ger A-RDP78-05246A000100050006-4

12 APR 1963

Declassified Class. Changed To: S C 25X1

Bublict : Monting with Deputy Director (Support) Byer at Field Trip Notes

in the Comptroller Conference Room on 11 April 1963 to discuss subject. Present were the Deputy Director (Support), Comptroller, Deputy Comptroller, Chief, Finance Division, and Chief, Technical Accounting Staff. The specific subjects raised by the Deputy Director (Support) are commented on briefly below:

The Deputy Mirector (Support) stated that in several places the Station Finance Officers and Chiefs of Support expressed the view that Finance Officers should have more training in respect to budgetary matters relating to field stations than they have been provided berstofore. He stated that the station personnel felt that the ecurse" is to theoretical for practical help at stations and that the training of Finance Officers should be adapted to requirements relating to budget data required of field stations. He could not recall the specific individuals, other then with whom this matter was discussed but indicated that the question had come up at several stations. It was the consensus of those present that the particular training necessary for field Finance Officers relating to budget should be designed based upon the types of requests for providing budgetary data which are being generated to the field stations by the area divisions and that this general subject should be discussed with the Chief, DD/P-PG to ascertain his views on the type of training which should be provided.

b. The Deputy Mirector (Support) raised a question concerning the authority to use indirect route travel when dependents travel without the employees accompanying them. He suggested that the Agency might be subject to some criticism if such indirect travel costs the Agency more than the cost of direct route travel; however, he felt that if it did not cost the Agency more he would not be in favor of changing the present regulations in connection with the matter. Insamuch as the Agency pays either the actual cost of travel or the cost of direct route travel, whichever is less, when travel is performed on an indirect route basis by dependents, with or without the employees accompanying them, it would appear that no action need be taken

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relative to this matter.

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		orough,
25X1A6A 25X1		The Deputy Birector (Support) raised a question concerning the extent to which Agency require the use of less than first-class travel between oversess locations. He indicated that there seems to be a general practice of travel by first-class jet between oversess locations even in travel situations where short trips are involved, such as one to three hours. He felt that some effort should be made to strengthen the regulatory requirements concerning the use of less than first-class travel whenever this will meet the traveler's requirements. He suggested further that for some Trans-Pacific flights where the flight is broken enroute one or more times, the use of less than first-class flight would appear justified, and cited the example of a family which traveled to the West Coast, had a break in travel, then proceeded to Hawaii where another break occurred, and then on to the Far hast. In this case where there was only one flight of more than five hours, and that extended for only seven hours, he felt that travel by less than first-class might well be justified. The Deputy Birector (Support) stated that a study showing the relative dellar savings which could be accomplished by a greater use of the less than first-class travel requirement would be helpful in determining whether it would be worth-while to require further modifications in the regulations. The Deputy Birector (Support) indicated that and he questioned the need for such a large exount at the station. The Chief, Finance Bivision indicated that a studies to reduce the amount
25X1		held at field stations to the minimum currently required.
25X1A6A	G .	The Deputy Director (Support) also commented on a safekeeping problem at one leastion ins held in a combination lock safe without any other protection than gnards. The question for determination here is what further safeguards can be established to assure the safety of the cosh held at the location 25X1A6/
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